# ON A CATTLE TRAIN.

Description of the Transportation of Live Stock by Rail.

THE HUMOROUS AND GROTESQUE.

Vivid Experience of the Life of a "Shipper."

Cruelties Practised on the Dumb Prisoners.

"Working a Passage" from Buffalo.

Let two intelligent men wander into the mazes of a large cattle yard, and I venture to assert that they will soon first themselves as utterly lost as the babes in the wood. In the first place, the ordinary noise and bustle of the place are confusing to a degree to the unmittated. A strongly imaginative person might easily lancy himself in the spirit land of the Old Testament-at the camping ground where those royal cattle thieves, Saul and Jonathan, herded "the best of the sheep, and of the oxen, and of the fatlings and the lambs," which they had raided from the rich pas-ture lands of Agaz. King of the Amalek-ites. And the denizers of the place, too, do their best to create a modern Babel; for men and boys, of every nationality and dialect, shout themselves hearse and purple in the face in their frantic endeavors to manage the unruly descendants of the famous fat monarchs of shan. Thus, what with the shouting, the beliewing of the cattle, the bleating of the sheep, and the incessant grunting and squealing of the thousands of hogs, a chorus of discord is dinned into an unhappy stranger's ears which is more than apt to produce temporary distraction. Again, all the yards and communicating passage ways are partitioned off with board fencing some eight feet high; an arrangement which interfores sadiy with anything like a panoramic view of the surroundings to those ordinary mortals who are not provided with want Sam Weller calls "patent double-million magnifying gas microscopes of hextra power."

A short time ago I stood in one of these perplexing passage ways in the heart of the cattle yards at Buffalo trying to determine which would be the best way for me to go in order to reach a certain part of the yards. I was fairly puzzled, but had especial reasons for desiring not to appear otherise than quite at home. Efforts in such a direction, however, are seldom rewarded, and I have a strong suspicion that on this occasion mine failed ignominiously. A plank, laid flat, runs along the top of the fencing, and as I looked first in one direction and then in another a burly drover, who was perched on the fence just above me, began to whistle the tane of "Little Bo-Peop has lost her sheep and don't know where to find 'em." in what seemed to me a very jeering way.

possible, however, that I was mistaken, and that his musical education had been sufficiently negicated to render him entirely unconscious of the melodious satire. And there, in spite of his waisting, I continued to stand—the picture of despair, and as disconsolate as Tom Moore's Peri at the gate of Eden-till a storm of yells and hootings roused inc. I turned bastily-to see a bullock coming full swing down the passage way in the centre of which I stood, and already within distance of ten or fifteen varis of me. What happenen, or how it was done, I don't know; but the next instant i stood, trembling from head to foot, on the top of that eight-foot sence by the side of the whistling drover. It is a mystery to me to this moment now on earth I ever got up there.

Like they in number, neither rich nor rare.
The wanter's how the devil they got there.

A COMIC BUT UNPLEASANT EPISODE. As the bullock bounded playfully past my companion on the lence burst into a roar of laughter. Not so the man whose bullock had broken away, and who had fondly hoped that I would have stopped him. He called me a "God-damned, great, ngly leater;" said he had half a mind to knock me off the leace with his pole, and made some very uncomplimentary criticisms on my not knowing llanels steers, which are tolerably defrom Texas stoors, which are proverbially wild and victors and are provided with the most starming looking horns. He wound up by letting of a furtiade of caths and imprecations, both at me and the recalcitrant bullock, which had by he further relieved his feelings by continually goading the unfortunate animal till be to view. Thinking that after this little epicade it was late for me to attempt to keep up appearances any longer with the man beston me. I bondly asked him where I could find the "snipper" of a commin large lot of cattle which was shortly going the snipped off for New York. (A shipper is the man was travels with the stock and loose after it during the journey, &c.) "Way, replied. The words "Holy Moses!" escaped from my lips with ex reme emphasis. My dilemma was terrible. This was the very man whom I had determined to ask to take me with him as his helper on the stock train to New York, and here and fahown, my hand to him beforehand and ntterly exposed myself as a greenborn. That mament's panic had caused me to absolutely "give myself away." But all things must have a begin-Scotch Reviewers: '--A man must erry his time to every trade size enterperent all are reason made.

Since then I could, on several occasions, say

with the pealmist, "Many buils have compared me," and I have stood unflincaing, except in the case of Texane. That is a matter of course From all I can learn there is not a man east of the Mississippi who will stand squarely up to a Texan Sull I was determined on travelling to New York with that angry shipper if possible my point by sticking to it. I did go to New York with that shipper as his side-de-comp, and I venture to assert that there has not out n been a more astopiched man in tors world than that shipper was when he arrived at his journey's end. He had little dreamed till then that the unstaven, mud-stained imitation for eap, and, with the legs of his trouvers in his boote, had been his appropries in the art of satituly twisting a bullock's tail, was a more inquartive adventurer, degroes of learning something of life on a cattle train for als own information and entertainment. I never heard a man swear more volumes than he did when I quietty informed him of the imposture that I had played off upon him, though an unerring antidote soon counteracted his wrath and we parted excellent

# DOUBLE-SDOED BUSE. Following the directions given me, I went in searon of the shipper, and a ter a long tramp through three or four inches of shigh I discovered him superintending the weigning of his cattle preyious to their being loaded into the cars. The cattle are penned in on platform scales of great empacity and are weighed in cartoaus, generally seventeen or eighteen head. These states will weign up as high as 60,000 pounds. From the scales the cattle are driven into yards adjoining the tracs, a carload or more to each yard. Loading is often troublesome work, as, especially when tired, a lot of steers are very apt to be restive or aturborn and to refuse to enter the cars. The shippers and yard men are consequently provided with poles about eight feet long. generally of bickory, and having a small suike from three-eighths to half an inch in length inserted in the end. These poles are wonder will effective in guiding the animals into the cars, particularly so when they are weak and exhausted.

Spenser must have nad these poles in his mind when he wrote the line,

That with a staff his feeble steps did steer On reaching the loading platform I found my

shipper negotiating with another shipper for the purchase of a new pole. The difficulty with him was how to dispose of his old one. I quickly stepped forward, hid twice its value for it, bought ir, and, at the same time, conciliated the shipper. I then asked him if he was "going to take all those cattle along without any assistance," and on his replying in the affirmative I at once volunteered to help him for nothing, provided he would get me a drover's ratiroad pass to New York. He said that he would "get along all right" and that ne did not want me. I told him that I was a poor devii trying to get to New York, and made an earnest appeal to him to take me with him. He debated the matter in his own mind. My offer was, I thought, an advantageous one for him; for it is hard work looking after a large lot of cattle. Finally he said he would see what he could do about a pass, and told me to walk up to the bridge over the track, about half a mile away, where the caboose was standing, and there await his comma. This was merely a ruse to get rid of me, he could not have got a pass for me, nor, knowing this, sad he the slightest idea of meeting me at the caboose. In due time the cattle train drew up to the bridge, the caboose was attached, and we started on our way. About five minutes after we had started my supper made his appearance in the caboose, and great was his surprise to see me comfortably enconced there and smoking a pipe. "Heli! I thought we'd left you behind," he excialmed, on catching sight of me, "We I," I replied, "I saw your cars go by, and as I knew you must be aboard somewhere, I just jumped into the caboose. Did you get a pass for me?" "Couldn't get time," he replied, "Oh! well, it does not matter," I rejoined, "or I have made it all right with the conductor." And I had, too, and without any difficulty, for although I kept my own connse! In the matter, I was provided with the ordinary means of transportation issued by the rairoad company. But, on, the duplicity of human nature! That untruthful shipper actually assured me that the conductor was a great friend or his and that he had spoken to bim previous to my coming aboard. The inert is, he thought he might just as well avail himself of my services now that I was on board, and this he could only do by making me believe, as he thought, that he had used his inductor on my behalf with the conductor. Not once did he altings to the matter again, though he must have been burning with curiosity to know how I had got over the conductor; for he knew well caough, what I soon saw, that conductors are most strict in not allowing people to ride without an utout the trut. was, I thought, an advantageous one for him; for it is hard work looking after a large lot of cattle.

as he thought, that he conductor. Not once did he aliude to the matter ngain, though he must have been burning with curiosity to know how I had got over the conductor; for he knew well enough, what I soon saw, that conductors are most strict in not allowing people to ride without anthority. But both of us kept our counsel, each having his own private reason for so doing.

DEBUT AS "SHIPPER."

On condition of his continuing his good offices in enabling me to reach New York I agreed to get up at any hour of the day or night and help him roust up any castle that might be tying down. In this consists the whole labor on a cattle train, and it is much harder and more constant labor than any one would suppose. The cattle will lie down at times; one steer gois cast on the top of another, and unless the underneath one is quickly extricated he will dee of sufficiation. The labor is to get buil suffocated steers on to their feet. This is done by prodding them with the spik-d poles, twisting their tans, and, in very extreme cases, in other ways, such as goinging them, putting tobacco in their eyes, &c. But exhibitions of brutality on the part of shippers are not so common as is generally supposed, and I noticed that the company's yard-masters quickly rebuke any thing of the kind. A sunky bullock is certainly a mest exasperating animal, and it is only in such cases and when their tempers are sorely tried that shippers display orntainty. As to face the body and the string the till—nighly objectionable as they undoutedly are—I do not see how the Banaing of cattle could be carried on without it. It is a momentary pain, and, or causing the cattle to get up, it certainly saves them from the sow tortures of gradual suffocation.

I lound my shipper a men of many oaths and comewnial irascible temper; but, when in a condition of mental repose, he was gental and affable coungle. Defond a learnily and wonderfully made pair of boots, which were encrusted all over with a thick larer of mud, there was nothing in his general appearance to

ejoice that the numan race has been Darwin-in the earlier days of numanity it must have an await thing for a simple minded man

been an await thing for a simple miniced man to have had a vixen to wise-linat is, if the art of tail-twisting had then come into common practice. It is, however, quite possible to twist the tail of a steer with great consequent pain to the steer. We had got nearly through our lot of cars when we came to one in which a builded was shally down," with two others lying on the top of and gradually sufficient in many many the steel would not persuade the uncerneath one to move, and as he was lying "acong" the car we could not reach his tail, "did not many the analysis of the car. My suipper gave me a withering glance, pushed me violently on one side and began to chimo up the evidently on one side and began to chimo up the evidently on one side and began to chimo up the evidently on one side and began to chimo up the evidently on one side and began to chimo up the evidently on one side and began to chimo up the evidently on one side and began to chimo up the evidently on one side and began to chimo up the evidently on one side and difficulty in getting the builded a manbole, at either end of each car: by raising the fail of which you can arop on the back of a buillock and so got down into the car. In the listance I speak of there was some difficulty in getting the builded of the car with the car, the shipper being in the car and I standing on the roof. I was about to let myself down through the manbole in o the Car for safety's sake when the shipper being in the car and I standing on the roof. I was about to let myself down through the manbole in o the Car for safety's sake when the shipper being in the car and I standing on the roof. Why, into the car, o course." I replied, "No, you would," repoined the shipper; "you've got to waik back to the cuboose." "But, if Jump of here, by the lime the caboose reaches me the train will be running too last for me to jump on again." I remonstrated, "Tou food anned greenliers, bour the roof of the care. You've have a time the proper. Whe was a safe of the care in wild and the wor

compound conceivable purporting to be whiskey can be called appetiting. While the landlord was putting up the tumblers he remarked to my salpper, "Fine weather, Bill." The snipper gianced at his muddy boots, and contempisting the landlord contemptuously, said, with considerable sarcasm in his tone, "Fine weather!" "Will. I mean overbead." put in the landlord, by way of modifying his post ion. "Overhead!" repeated the snipper, with a sneer. "Overhead!" repeated the snipper, with a sneer. "Overhead!" the li goes aloot. You and me ain't angels, are wet!" No." assented the landlord. "Well, then, what the hell's the use of talking about it's bein' fine weather overhead! If it's damned bad weather under foot?" revorted the shipper; and then, to stop further discussion, he led the way to the supper froom. "Are you hungry!" he asked, as one of the landlord's daughters came for ward to take an order. Hungry! I should think! was. I had breakiasted at han-past five, and had only caten a sandwich sine. Why, I fast like giving some such order as the one Justice shallow gave to Davy:— "Some pigeons, Davy; a couple of snort legred hens, a loint of mutton, and any prety liftle tiny kirkshaws, tell William cook." As it was, I contented mys-li with some beefs cak, bolled ham, wheat cakes and o ffee, all of which surprised me by their excelled e, except the collec, which was exercable. In the "Rape of the surprised me by their excelled e, except the col-lee, which was exectable. In the "Rape of the Lock" Pope speaks of

Coffee, which makes the politician wise, And see through all things with his haif shut eyes.

Coffee which makes the politician wise.
And see through all things with his half shut eyes.

INCIDENTS OF THE NIGHT.

I should be along that, from all accounts, some of the politicians of this same city of Rochester have been unwise enough recent; to take their coffee at the Drovers' house, or, may be, kochester generally is as wanting in sood coffee as the rest of the University of the company of the compan heep me along the cars. That's ali," Seizing my pole and ignerra i burried after the shipper and soon was hard at work and imisating his crees as he labored away with his pole—"thle-ahi?" "Ho-ahi?" "Hatek there!" &c., &c. I found it was only about hall-past nine o'clock. This accounted for so lew buillocks being down; furtuer on in the night I knew there would oe more trouble with them. We soon not infough for that stop, however, and I was wasking lessurery back in the direction of the caboose, when I suddenly heard a whiz over my heas, and a large piece of rock went crash ganast the oar. As I turned my bead the first of the shipper's outlies reached he, and for two minutes a rapid discourage of imprecations followed, like the first from a Gatting gan. When he at last stopped for want of breath, I suggested to him that his aim was a little too hear being correct to be pleasant; that I had a wife and chiloren in New York to whom I prefer out to return rather than to out the country we were passing tarrough to the expense of a coroner's inquest, and finally asked him what on earth was tine matter. It appears that I had a united how hear the matter of the distributions of the control of the care when I had care-lessly swang my lantern backward and forward on my irredugor. This, It appears, is a mairroad agant and might have shreted our train which should not have moved or o tused somebony or some one to go wrong and any amount of consequent miscase. As it was no one appears to have acte on, or taken any notice or, my hadvertant signal, out my shipper was none the less fairous, and he swore he had a good mind to kick me of the train. I ladgued to myselt; or, s, art from his machify to do so de was not likely to try so suictual a course, as hind, iknow, made myself very useful to him.

EXTREME MEASURES.

very useful to him.

EXTREMS MEASURES.

He soon quieted down when we got back into the calouse and fell asteep so soundly that he did not rouse me for four nous after, when we were going into or tather around the control of the care o after, when we were going into or lather around syracuse, for the pregat and stock depot is on the special track which passes the city to a loop from the main line. We had now to set to work with the cattle with a vengeance, for any number of them were down, and at least had a dozen were in a critical condition. How that shipper did work! he kept his pole going like an industrious punder at the turnace mouth, while his criec to the animals to "get up" were loud and frequent enough to wake up a whole village. He torow his very heart and sout lite it. I labored away, too, leaving all the worst cases for him, making a mental hote of the cars they were in. In several instances he had to get into the cars while I held up the lanera outside, and some pretty rough instances he had to get thro the cars while t head up the lan ern outside, and some pretty fough tall-twisting went on. One car, an old one, had no mannoles in the root, and I was obliged to rin back to borrow an axe. Half a dozen sturdy strikes cut an entrance, and the shipper was down in the car his next institut. A fullow was down I made my deout as a cattle rouster at a place between Buffalo and Baravia, where we were switched to let a passenger train pass us. As soon as the train stopped the shipper prodded me with his pole in the fleshy part of the thigh, and requested he to "Come along." We passed along car after car, after prodding those annimals which were lying down or standing along instead of across the car and giving a twist to the tails of those which were slow to get up. This tail twisting, I am inclined to think, looks more barbarous than it realives, though I saw enough of it to make me reforce that the number of the prod of my pole train it his dealy he gave a tremendous swing of his head, hand to realives, though I saw enough of it to make my referce that the number of eccord that he ship per, with a learnin outh, "I shought that" fetch per, with a learnil outh, "I thought that de letch you!" I am sorry to be obliged to record that he had put some tobacco into the animal's eye and that the intense smart caused by it had fouled thin to the edot which orough min to his lest, in another car there was one sleer that I inought was dead. His head ay on the floor, his eye was glazed and his tongue profruded from his mouth. "Here's a dead one," I called out the simpler came up, and holding his lantern over his head so not be see the animal well, said, "No, he ain't; but, God damn him, he's very night it." He almost seemed to think the poer britte was trying to die on purpose to spite him, whe'll be a going in the one mouth of the car. But nothing seemed to six that onlock. We got him tolerably dear of the others. root of the car. But nothing seemed to star that buthock. We got him toleraby clear of the others by drauging aim by the torns and tail, and then the supper worked with a will at his tail. Still be weald not move. Exampleration and anxiety to save the admini at last thoroughly overcame too snipper's control of his tem er and he called out to me, after the manner of Pality bings by, of the manly c est, to Culien B yant, during the former's encounter with the snapping to the in the regions of the West, "Gouge him,"

A FRACTICAL JORE.

I called back a point blank remeat to obey this command, there being limits to weat one is prepared to go, even in the pursuit of knowledge. The shipper spranz across the carcase of the animal and I made another buildock a stepping stone in the direction of the manuole. I head a sort immage in the car. What hap ened I may be able to surmise, though I do not know. But this much I do know when I got down by the side of the car and peared in by the sid of my inhern that very othinck which I had, at first, thought to be dead was standing up and passably lively. The shipper's contempt for my squeamashness knew no bounds. He swore terribly and then turned suky. He had, however, a savage revenge on me. The train started again before we had completed our four, and there was no mope for it but to walk back along the cars, Now, one of the greatest dangers to be ware of in walking along the cars is not of the bridges. I was fully aware of this and kept a scarp lookout; out with two isnterns to calcus your eye on a dark night you may be knocked off by a bridge and never know what hurr you. Well, we had got about half way back to the caboots. I leading the war, when the supper suddenly solled out, "Strage!" Down I wens use a shot, bing at this length on my stomach, as I could not say now low the order seen no bridge. But the shipper began to roar with isinghes, and the attainton was clear to me. I do not recover from that scare for half an out of the power of the me. I do not recover from that scare for half an out of the down with the cattle, when we reached toe ca-boose my whoter system was the top constituted out and it was in a perfect treshet or perspiration. A, FRACTICAL JORE.

lator with the cattle, when we reached the caboose my winter system was the ongoty that we done and I was in a period treshet or perspiration. But I consend myself by thinsing of the r.d I had in picke for my unconscious friend.

We came into titica a little before six o'clock in the morning, and, as a nog train was there before us, we had pickly of time to attend to our duties. I trus it may never fail to my lot to travely says a bog train. The spicy, seasoned satisfies, he tender cuter, with sauce Robert, are it xories bungered after, perhaps, but r ingously abstance from by strict Jews. To all those tempted to oreak through the code of Moses, is say take a trip on a hog train. On a cattle train the odor is very powerim but not ofensive; on a hog train it is naise-ating to a cegree. Yet the railroad company is very particular in having the cars cleaned after every true. But as, form Moore says.

You may break, you may shatter the vase if you will,

You may break, you may shatter the wase if you will, But the scent of the roses will hang round it shyl. THE STOCK YARDS AT WEST ALBANY.

to the situation. If it were not for the wind it would be the most deligated seat possible, for the opportunity of seeing the serrousning country to advantage is unampassible.

We had left Bursio about midday and we made the run to Eccaesive in a little over five bours. The train stopped about two mises east of the Eccaesive depot and we ail had to take our traps out of the caboose, as a caboose only goes over one section, the same as the conductor. The first was getting out of the ground and the waiking between the tracks was very soft, the surface often giving way up to our anales; so, being also very hunger, we were not sorry when we marched into the Drover's House, a saioon and boarding house almost entirely patronized by calle single for the caboose and charled the first the Drover's House, a saioon and boarding house almost entirely patronized by calle single first the Drover's House, a saioon and boarding house almost entirely patronized by calle single first the Brown of the landford as we entered. My supper ordered appetizers all round, if the most trianness to the castle and only of the castle and oppetizers all round, if the most trianness to the said of the said appetizers all round, if the most trianness to the land order as the first to care and the land order as the castle and only of the castle and oppetizers all round, if the most trianness to the land order as the castle to dered appetizers all round, if the most trianness to the castle to the castle to dered appetizers all round, if the most trianness to the castle to the castle to dered appetizers all round, if the most trianness to the castle to the castle to dered appetizers all round, if the most trianness to the castle to

order that they may be fed, watered and rested. This gave us a stop of five or six hours. Very lew minutes elapsed from the time we drew up at the unloading platform till the cartle were all in the yards. I found the system at West Albany very similar to that in vogue at Buffalo. Everything is carried out in an orderly and systematic way, in spite of the noise and apparent contusion. The regularity with which the general business of the yards and the arrival and starting of the stock trains is conducted impressed me very lavoranty. This, I presume, is one to the able superintendence and excellent arrangements of Mr. J. B. Dutcher, the general manager of the stock trains of the New Contral and outson River Railroad Company. In one of the yards at Albany I saw some of my gends from texas. They have a peculiar habit of circling round and round in a solid body, the central animal revolving on his own axis with strange gravity, it reminded me of a fait, pursy c.ptain of a German militia regiment marking time. This maon is acquired by the cattle on too pains of fexas, where the rancheros, in herbing time. This maon is acquired by the cattle on too pains of fexas, where the rancheros, in herbing time. This maon is acquired by the cattle on too pains of fexas, where the rancheros, in herbing time. This maon is acquired by the cattle of the cricie, thus making it more easy to guard the cattle. I saw these same Texans driven down and foaced into the cars. They gave us many a taste of their quality, though i had taken the wise precaminon of mounting the irrace the moment they made their ap earance in the pussasce way. When prodded with the pole they would kick victously, sometimes with out a heeis at a time in the fashion of a mule. Occasionally one would turn and shake his head in a spiteful way at one of the yard-men, or even make a dash for him. In such case every one made for the lences, as a Texan steer, with his immense horns, will gore a man fear hill. Buf I am took toat to see them in their goes have one house and

car of othlocks on arriving at their destination. They do not pace hearly so closely as which they stated.

From green to he evening the vard master gave orders to load our cattle again. This was done by the employes of the part, As I stood with my sin, per which and the operation, I was very much ackied by his saying, "How them fellows to swear! Now, I swear occasionally; but inever use suon language as that "He remained me of the phons brop lefor of a book store in New York, who, on my asking for some envelopes, one Sunday siterhoon, said, unchoust," We don't only sell newspacers on the Sacotain." We were soon loaded and star ed off on the steep decline to Albady, all naving to ride on the tops of the cars, as the caboose is always picked up at East Albany, which is about tour miles away from West Albady, which is about tour miles away from West Albady, and on the other side of the Hudson River while crossing the railroad order, but the situation on the top of the cars is a little too elevated to my mind. After a busy night we reached the cattle yards at Sixty-filth street in New York a out hali-pass five o'chook in the morning, and I took a nearty larewell of my hipper. He was terrolly a raid that he would-never near the hast of that trip slong the road, and declared frankly that he should swiar he was not the support in question and knew nothing whatever has the LIFE ON a CATTLE TEAIN.

What I saw of these cattle supports agreeably

snapper in question and knew nothing whatever about me.

Life On a Cattle Train.

What I saw of these cattle suppers agreeably disappediate a me. Iner mand so ince are much more civilized than I and noticipated, they converse mit linguity—they have, of course, seen much of Western me—and all those with whom I came in contact come feat, and Lencrally had story be toolesis with them to read in the caboose. They eat with them to read in the caboose. They eat with tolerable grace and drink much less than is generally supposed. I did not see a single subper under the influence of inquor throughout the entire firp. They sim ske and cae wa good dea, and the majority or them swear terrior; out I hound them, as a class cave and obliging to one another and to every one most of their get 50 much for the trip, others so much per car load, according to distance, their carnings vary from \$60 up to \$120 a month, but I am fold that they are not turning and their carning avery when they are at nome. Their flegments that they seed on save anything. They certainly have a very many the off to of the trains, and I supplies that they are at nome. Their life must be an expansion, they were any that they had a train to dear their life must be an expansion, they were more than the carning one, what with their labors and broken rest. I show that I was utterly worn.

### THE COURTS.

Judge Lawrence yesteroay confirmed the report of the Commissioners of Estimate and Assessment for the extension of Eleventh avenue above 155th

The Count Johannes resterday obtained a verdict before Juoge Donohue of \$750 against the Third Avenue Railroad Company. He did not have a transfer ticket, and the conductor ejected him from the car. Hence the suit.

Recorder Backett continues to make rapid havoc among the criminal classes. Several cases, though none or very special public interest, were tried before him yesterday. He gave a severe lesson to ex-prison convicts. Parick Fallon, found guilty of n-ghway robbery, was sent back to his old quarters for twenty years.

In a -u.t orou at by B xby and others against Beard and others, which was tried yesterday before Judge Joachimsen, of the Marine Court, & verdict for \$4.0 was given for the plaintiff. The delendant had left with the plaintiff, who kept a bonded ware souse, some furs, and the former claimed a reduction of \$350 on account of damage to the goods, which damage it was proven was not caused by any neglect of the latter. The Judge charged that the plaintiffs were only hable for ordinary care.

In Supreme Court, Circuit, yesterday, before Judge Van Vorst, the suit of isaa: Woods against the city was dismissed by delaurt. Woods brought suit as the assumee of the salary of Thomas E. Fields as C rporation Attorney. The desence was that the assignment was a mere pretence, and that the city beid a set-off claim against Fields, in the fact of his naving illegally obtained money as pretended assignce of claims of various fire com

In the suit brought by the Eric Railway Company to obtain possession of the books of account of Onver H. P. Archer, formerly in charge of its preme Court, yesterday cented a motion for a resolver of the books and an injunction against their removal. It was claimed by Mr. Archer that he was a contractor with them sno not an agent and that the books belonged to him. Judge Lawrence holds that the denial by Archer of the equities of the complaint is complete, and thus denies the motion, especially as Mr. Archer de nies any intention to remove the books beyond the jurisdiction of the Court,

Several years ago Mr. Thomas M. Tyng was a trustee to a manufacturing company. He spent \$2,853 in secur.ng patents for the company. In 1870 he resigned, and, not having received back the money he had spent, he brought suit against the company for the amount. In 1871 the trustees failed to flie a report of the condition of the company, and therefore became personally responsible for its dects. Mr. Tyng then brought suit against Mr. Samuel B. Clark, one of the trustees, in Supreme Court, Circuit, and the case was tried yes orday before Judge Van Vorst. The suit was dismissed on the ground that the trustee could not be held liable, as he had not been sued as a deptor but simply for an om ssion of duty.

#### THE NORTHERN PACIFIC RAILROAD COMPANY.

Before Judge Shipman, holding the equity branch of the United States Circuit Court, on the 16th inst, was filed a petition in behalf of Jay Cooks and others, complainants, against the Northern Pacific Railroad Company, for the appointment of a receiver in the person of George W. Cass. Judge Shipman took the papers, and he his compiled with the petition and issued an order, or which the fellowing are the principal features :-

Under this order of receiversnip authority is given the receiver to retain in employ all agents. cierks, servants and assistants, counsel and attorneys, as the said receiver may deem necessary to carry the order into effect and to appropriate the property and effects of the road and its carnings so lar as they may be necessary.

The receiver shall, in the corporate name of the Northern Pacific Rancoad Company, make and enter into all contracts for obtaining of the necessary supplies and or the completion of all shops or structures now in process of construction and for keeping the said road in thorough repair. He, the said receiver, shall also continue the contracts with connecting roads and make new contracts with

Ine order provides that the receiver shall keep full and accurate accounts of all receipts and disbursements, and "he shall not be held answerable individually or as such receiver for any oreact of contract entered into by him, or or any higher to persons of property of third parties by accident in the presecution of said business or of the neglizence of others employed by him in that behalt." The power of removing any and all of the employes of the road is, under this order, yested in the receiver, who shall "phy the net earnings of the road in his discretion to the following purposes:—

earnings of the road in his discretion to the following purposes:—

First—To the payment of the necessary expenses incidental to the execution and presentation of the trust created in oe all of the said Jay Co ke and the said J. Eugar Thompson and their successors, of which they are or were trustees, including a reasonable compansation for their own services.

successors of which they are or were trustees, the solution of real own services.

Scond—All legal costs and compensation to the solution and counsel of the complantants for their professional services in this cause, and reasonable compensation to such solicitors and attorneys as such receiver may have properly employed in any matter connected with the discharge of his duties as such receiver, and a reasonable compensation to said receiver for his own services.

Third—To pay all legal and necessary expenses incurred under authority of any court now remaining unpaid, &c.

Fourth—It is ne payment of all balances due for services rendered or for labor per ormed or materials and supplies furnished the said company in the prosecution of its business at an, time within tweive months next preceding the date of entering this order, and for balances which may be due to connecting or o her roads.

Fifth—To the payment of balances due for right of way or other necessary grounds for the use of said company, with power to said receiver, subject to the confirmation by this curt, in cases where the amount due for such right of way or other necessary grounds has not been ascertained heretolore, to compromise and settle the same.

Sizih—To the payment of all sums due for

tained heretolore, to compromise and settle the same.

Sizh—To the payment of all sums due for moneys borrowed, to pay just rest on the mortgare debt or to pay jor hador or materials, for the repayment of which any former or present officer of the company, or any other person at his or their instance, is security.

Seventh—to the payment of all sums advanced or loaned for like company, and which have in good faith been so applied.

Eighth—To the payment of all habilities of persons who have, at the instance of said company, or any officers or directors thereof, eccompany, or any officers or directors thereof, eccompany, or say officers of directors thereof, eccompany, or sums, whether up in appeal bonds, second trial bonds, repeivly bonds, injunction bonds or other objections or undertaxings, the object of which was to protect the property of the company against claims asserted by third parties to the injury or prejudice of the company or others, as creditors thereof.

Mich—To pay such other sums as may be directed by the future order of this Court.

MEMENTO OF THE TWEED RE-GIME.

During a portion of the time that William M. Tweed was Deputy Street Commissioner and Commissioner of Public Works Edward Marrener and George S. Miller jurnished various implements and materials required in these res, ective departments. It is claimed that they, with others whose names do not appear, conspired with Tweed to detraud the city in the payment of their bills. Suits were commenced some time ago in the Supreme Court against the said Marrener, Miller and Tweed to recover the sums thus alleged to have been fraudulently optained from the city treasury. There are two separate actions, the city in the first demanding Judgment for \$550,000 and in the second for \$500,000. According to the allegations in the respective complaints the process pursued in defrauding the city was the one that has become so familiar to the public through the exposure of the Ring frauds, the buls and vouchers being made to represent sums largely in excess of the just claims. On being served with a summons and

represent sums largely in excess of the just claims. On being served with a summons and complaints, a motion was made on benalt of the decidents, in Supreme Court, tham sors, before Judge Lawrence, or a oil of particulars. Judge Lawrence rendered his decision to the case yesterday, graning the motion. His reasons for arriving at such a conclusion are set forth in a Very clasorate out clear and able opinion, the leading points of which are given below.

After fecting the facts of the case and the modus operandi through which the money was obtained from the city treasury, with the safement that in the compaint against Marrene and Tweed there are thirty-one different causes of action and twenty-four meanist Malter and Tweed, and the requirement that the city should give iniparticulars as to each it in all egged to be detaitions, overcharged, or in any respect hase or erroneous, Judge Lawrence cless a large number of cases showing why the motion should be granted. He holds that up-a such authorities it would be most manifestly unjust to require the electedialist to answer or to yo to trial without being informed more definitely as to the charges they are to meet and the issues to be viried. He taken cless the Code on the subject, and holds that its provisions justify the same condusion. In the course of his opinion he makes a passing alinson to a decision b. The Court of Appeals in the ritten Bull of particulars assed for granted, the defendants could be called upon to delead every voucher reserved to in the compains and one kept in the bail of particulars assed for granted, the defend-ants could be calced upon to delead every voucher reserved to an the comprism a and see kept in the dark until the instant when the voucher is pro-duced by the plaintiff at the trial as to the precise one which either of said vouchers is to be chal-lenged or attached; that it would be unjust to compel any delendant to put in an answer or to go to trial on such an incertaint; that the ob-ject of a cill of particulars is to prevent surprise at a rias; that the decement is entitled to a bill of particulars or he is entitled to no relief; that such bill which and be defendants to know what the specific dynamics against them are and to ancific demands against them are and to an the specific demands against them are and to an-awer according;; that it whi also facilitate the Court in narrowing the issue, and that no injury can possibly accrue to the city. As to the other branch of the motion, that the city be required to furnish copies of the bills and vouchers to the de endants, this he denied.

## DECISIONS.

SUPREME COURT-CHAMBERS.

By Judge Lawrence.

The Mayor, &c. vs. O'Donneil.—Action for a bill of particulars granted.

In the matter of Manoney et al.—There are no facts stated which justify the judgment asked for. The rest of the application is the subject of an dinary motion. Wells vs. Bourquet.—Order settled and signed.

By Judge Bariett.

By Judge Bariett.

Rhinelander va. McDonaid.—Motion granted.

Resnoids va. Clandell.—Reserence ordered to settle the proper form or supplication provided for by my memorandum made on the decision of the motion. The order will be settled upon the coming

motion. The order will be settled upon the coming in of the report.

Morange vs. Lent.—Motion denied,
Crowe vs. Troabridge.—Rese ence ordered to take proof of the lacts stated in the petition and to report thereon with his opinion.

Howard vs. Crandell.—His-erence ordered. The original affidiavits should be submitted to the referee with my memorandum, and the proposed supulation on each side and counsel may be heard as to such attputation.

Waters, receiver, &c., vs. Crawford et al.—There should simply be an order appointing the receiver with the tusual powers and duties of a receiver much cases. That is all that the notice of motion casts for. If special provisions are required there

with the usual powers and duties of a received in such cases. That is all that the notice of motion cails for. If special provisions are required there should be a special application upon notice, or the parties can have such provisions embodied in the present order, provided they can agree thereon. It gers vs. Center.—Report confirmed and order

granted. Snaw vs. Chamberlain; Risbey vs. Rich.—Roferces appointed. SUPERIOR COURT—SPECIAL TERM.

By Judge Carris,
Tribune Association vs. Smith.—See memoran-

COMMON PLEAS-SPECIAL TERM. By Judge Roomson.

Baitimore Steam Packet Company vs. Garrison.—Case and amendments settled. MARINE COURT-PART L.

By Judge Joachimsen. Klemm vs. Rude-phy.—Judgment for plaintin, Pizer vs. Oppenheime.-Judgment for plaintiff,

Van Wyck vs. Preston,-Judgment for plaintiff, 1993.
Reggins vs. Rodman.—Judgment for defendant.
Miller vs. Lamitz.—Trico and dismissed.
Leopuld vs. Friedges.—Judgment for plaintif,

Wayland vs. Dowey.-Judgment for plaintiff ise vs. Hunter.—Judgment for plaintiff, \$97 60.

Havens vs. Munter.—Judgment for plaintiff, \$97 60.
Havens vs. Smits.—Settled on triat.
Doyle vs. Eighth Avenue Bailroad.—Dismissed for want of jurisdiction.
Taylor vs. McDowell.—Judgment for plaintiff, \$264 28. Bixbey vs. Brush,-Judgment for plaintiff,

MARINE COURT-PART 3. By Chief Justice bles. John Trimble vs. Charles sonwarz and an-

them as he may think for the best interests of the company and other parties in interest until further ordered by the Court, and he shall carry out all contracts relating to the business of the read heretofore entered into by the company in good faith; and all such contracts entered into by the receiver shall have precedence of and be entitled to priority over any and all claimants in the suit or otherwise.

Upon entering on his duties the receiver shall. Upon entering on his duties the receiver shall. Upon entering on his duties the receiver shall. Which is shall come into his hands and of all chooses in action and evidences of act due to the company from the shall parties and of all moneys on hand at the time he shall take possession under the order.

Incorder provides that the receiver shall keep full and accurate accounts of all receipts and dishused individually or as such receiver for any breach of contract entered into by him, or or any injury to persons of property of third parties by accident in the proceduring of said unspress or property of third parties by accident in the proceduring of said unspress or property and the shall not be held answerable individually or as such receiver for any breach of contract entered into by him, or or any injury to persons of property of third parties by accident in the proceduring of said unspress or property. According to the read to the rent by the lessee is required to one the substitute of denant a netter of the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to definite on the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to one the rent by the lessee is required to one the retwer

my minutes for new trial denied.

Alexander C. Lawrence and Another vs. Charles
H. Kerner.—Motion on my minutes for new trial

Catherine Stanton vs. Daniel A. Murphy.—Mo-tion on my minutes for new trial denied without costs.

#### TOMBS POLICE COURT. Before Judge Kilbreth. A BEGGAR BURGLAR.

John Nelson was found in the basement of No. 118 Walker street, on Sunday night, by Louisa Koehler. Louisa, who lives on the first floor, uses the basement for storing crockery and the like, and at the time of Nelson's arrest \$10) worth of goods were therein. Nelson says he is fifty-two years of age, a native o Denmark, and that he went in o the bisement in search of food, being at the time destruite and nangry. Committed in default of \$1,000 to answer the charge of burglarously entering the premises No. 113 Walker street.

THE BROOKLYN ABORTION CASE. Mr. John H. Betes, who was jointly charged with Mrs. Maxwell with procuring an abortion upon

Antoinette Fenuer, was discharged on Sunday by Judge Emith, who after hearing the testimony decided there was no evidence to hold him, FELONIOUS ASSAULT. On complaint of John Murphy, of No. 244 Eliza-beth street, Charles Brotherton, of No. 221 Eliza-

bein street, was held for naving fired a pistol shot at him. The bill missed Mr. Murphy, but Brotherton was held in de ault o ball. LOST BOOKS. George Mitchell was held on a charge of stealing

\$90 worth of books from Henry Sandford, of the Grand Central Depot. Some months since, according to Sandtol'd's affidavit, he gave Mitchell the books in question to sell on the cirs of the New Inventaging and Mitchell never returned either books or money. BURGLARY. William Weiss, of No. 424 Broome street, charged

and stolen \$400 worth of gimp and frings. Edwards, who says he is a shoemaker, was held in default of \$1,000. WASHINGTON PLACE POLICE COURT,

George Edwards with having broken into his place

Before Judge Kasmire.

A SERIES OF BURGLARIES. On Priday night the liquor store of Augustus A. Frank, No. 508 Greenwich street, was entered by means of the sanlight and about \$100 worth of e.gars were carried away. On Saturday Officer Murphy, or the Eighth precinct, arrested two men, named James Johnson, and Tierney, and Waster H. Pierson, at their residence, No. 219 Greene street, where part of the stolen property was found concealed. The prisoners were brought be fore Junge Kasmire yesterday morning, and were committed in \$2,000 ball each to answer at Gen-

eral sessions. About ball-past six o'clock Monday morning Mrs. Lizzie Vilrenes, of No. 235 Souta Pifth avenue, lound a colored man named John Jackson concealed in a room adjoining per apartmen s. Sae cealed in a room adjoining ner apartments. Sale also discovered different art cles or wearing apparel belonging to her scattered along the half, Mrs. Vitrene gave the alarm, and Jackson at once jumped over the canisters to the half will below, where he was arrested by one of the immates of the house and held this the arrival or officer Regas, of the Eighth Precinct, who took his into custoff, he was arraigned belowed Jack Kasmire yesterday, and held in \$1,500 ball to answer on a charge of

burgiary.

Albert Meyers, who keeps a storage warehouse Aftert Meyers, who keeps a storage warehouse for carpets and household furniture in the rear of No. 109 East Eleventh street, preferred a charge of burgiary jesterday agains. Joan Henry Sloan, 621 Wooster street, who was arrested by Ollhoor Hicker, of the Fitteenth product, in Broadway, late Sunday night, with a piece of Brussels carpet in any possession, the proceeds of a burgiary committed on the above meaning of premises the same evening. Stoan pleaded guilty othe charge, and was committed in \$1,500 ball to answer.

CAUGHT IN THE ACT.

Mr. Lute Orr, of the firm or Rogers & Orr, of No. 183 Eighth avenue, sesterday afternoon caught a young man named Widman Carroll, of No. 529 West Forty-eighth street, carrying from the store above mentioned a piece of cloth valued at \$98. Carroll, who was arrested by Other Suciair, of the Sixteenta preciset, was co-amitted by Juege Kasmre in \$1,000 batt to nuswer.

COURT CALENDARS-THIS DAY.

OURT CALENDARS—THIS DAY,

SUPREME COURT—CHAMBERS—Held by Judge
Bairett, Nos. 13, 25, 36, 37, 52. Can No. 72 up to
and including 110%.

SUPREME COURT—GENERAL TERM.—Adjourned for
the term.

SUPREME COURT—SPECIAL TERM.—Held by Judge
Van Brunt.—ISSUES of law and mat-Nos. 21,
294 131, 294, 394, 385, 385, 385, 385, 385, 385, 370, 377, 378,
379, 389, 394, 396, 390, 397 388,

SUPREME COURT—CIRCUIT—Part 1.—Held by
Judge Lastence.—Nos. 917, 1123/6, 1121/6, 2429,
1236, 1187, 2709 672, 1103, 1313, 1009, 343, 981, 1109,
1236, 1187, 2709 672, 1103, 1313, 1009, 343, 981, 1109,
1243, 432, Part 2—Held by Judge Dononie.—Nos.
1216, 944, 330, 2780 944, 1708, 2576, 852, 1275, 1282,
1388, 2774, 1324, 1339, 1400, Part 3—Held by Judge
Van Vorst.—Nos. 929/6, 241, 93, 685, 798, 263,
1297, 1306, 4438, 1398, 1409, 1225, 5718, 56, 381, 517,
1297, 1306, 4438, 1398, 1409, 1225, 5718, 56, 381, 219,
785, 122134, 229, 1199/6, 633, 1208/2, 1235, 574, 56, 381, 219,
785, 122134, 229, 1199/6, 633, 1208/2, 1235,
SUPREMOR COURT—GENERAL TERM.—Adjourned
Sine die.

SUPREMOR COURT—TERL TERM—Part 1—No. 1, 245,
Part 2—Adjourned or the term.

resion Court—Thial Term—Part 1—No. 1,245, 2—Adjourned of the term SUPERIOR COURT—TRIAL TRESS—Part 1—No. 1, 243, Part 2—Adjourned or the term.

COMMON PLEAS—TRIAL TRESS—Part 1—Held by Chief Justice Daily.—Nos. 1428, 2315, 2504, 1218, 1249, 1251, 1314, 1438, Part 2—Held by Judge Larremore.—Nos. 1382, 1379, 1390, 1203, 1448, 1279, 2317, 1354, 437%, 1450.

COMMON PLEAS—EQUITY FRESS—Held by Judge J. F. Daily.—No. 8. No other cause with be taken

up this term.

Marine Courr-Trial Tran-Part 1-Held by

MARINE COURT-TRIAL TRAM-Part 1-Heid by Judge Joachimsen.—Nos. 2121, 2190, 481, 1941, 2291, 2292, 2293, 2298, 2299, 2299, 2211, 2172, 2213, 2215, Part 2-Heid by Judge Gross.—Nos. 263, 2122, 1991, 3111, 3934, 2197, 2174, 427, 1592, 2941, 2063, 2987, 2069, 2070, 2285, 10. Part 3-Heid by Judge Snea.—Nos. 2466, 454, 2767, 398, 1424, 1795, 1314, 3251, 1313, 1419, 1234, 3434, 3247, 2113, 3489, COURT OF GENERAL SESSIONS—Heid by Recorder Hackett.—The People vs. Thomas McAlarny, William Kenny and Ference Callagnan, burglary; Same vs. Edward Murphy, robery; Same vs. John Lacey, lelonions assault and battery; Same vs. John Craft, grand larceny; Same vs. Charles D. Tallor, grand larceny; Same vs. Charles D. Tallor, grand larceny; Same vs. Charles D. Brown, grand larceny; Same vs. Charles D. Brown, grand larceny; Same vs. Charles D. Brown, grand larceny; Same vs. Marianna Grash, receiving stolen goods.

### COURT OF APPEALS.

ALBANY, April 19, 1875. No. 202 James A. Whitocox, respondent, va. The Building Material Company, appellant, was argued by George W. Carpenter, of counsel for appeliant, and by D. W. Travis for the respond No. 206. James Brown, respondent vs. Edwin Post,

appeliant -Argued by J. E. Burrill, of counsel for the appeliant, and by Clarkson N. Potter for the respondent,
No. 207, Noah H. Hopkins, respondent, 73. Wilheim Brown, appellant,—Submitted,
No. 208, Cornelius B. Payne, respondent, 73.
Ameda E. Burnnam and another, appellants,—
Nobella E. Burnnam and another, appellants,—

Ameda E. Burnam and should,

No. 209. Prancis P. Osborn et al., respondenta,

7s. George P. Gantz et al., appellants.—Argued by
Thomas H. Hubbard for the appellants, and of A.

J. Perry for the respondents.

No. 221. Casries C. Brundage and another, executors, &c., respondents, vs. Saran S. brundage
et al., appellants.—Submitted.

No. 210. George T. Cole et al., respondents, vs.
Oscar E. Mann, appellant.—Submitted.

No. 211. James F. Darrymple, respondent,
Joseph Hillenorand, appellant.—Argued by D.
Noble Rowan for appellant, and by S. Hand for respondent.

Adjourned. DAY CALENDAR.

DAY catendar for Tuessay, April 20:- Nos. 198, 182, 169, 193, 182, 46, 212 and 214.

SPARRING EXHIBITION.

James Frawley, who defeated Joe Cross, Jim Tuener and Jim Williams, will be tendered a complementary benefit to-morrow (Wednesday) evening, at Olympic Hall, West Sixteenth stress. Alke Coomin with wind no with the heneficiary.